

## **AMENDMENTS TO THE CLAIMS:**

Without prejudice, this listing of the claims replaces all prior versions and listings of the claims in the present application:

## **LISTING OF CLAIMS:**

Claims 1 to 8. (Canceled).

9. (Currently Amended) A method for notifying a driver of a vehicle to inform the driver of activation of a request for the driver to take control of the vehicle, the vehicle having an adaptive cruise control, comprising the steps of:

(a) signaling that at least one of a maximum braking force and pressure controllable by the adaptive cruise control is being applied and a deceleration therefrom is not sufficient to automatically decelerate the vehicle in time and to a sufficient degree; and

(b) activating ~~[[a]]~~ the request for the driver to take ~~taking~~ control when at least two criteria relating to deceleration values are simultaneously satisfied.

10. (Previously Presented) The method according to claim 9, wherein the at least two criteria include values corresponding to vehicle deceleration, one of the values being limited in accordance with at least one of a time-related change variable, a maximum steepness variable, and an absolute value variable.

11. (Previously Presented) The method according to claim 9, wherein a value of the at least one of the maximum braking force and pressure is changeable.

12. (Previously Presented) The method according to claim 11, wherein the value of the at least one of the maximum braking force and pressure is changeable as a function of at least one of a speed being instantaneously driven, road conditions and loading of the vehicle.

13. (Currently Amended) The method according to claim 9,

wherein the request for the driver to take taking control is activated in the activating step (b) when at least three criteria including the at least two criteria and one additional criteria are simultaneously satisfied.

14. (Previously Presented) The method according to claim 13, wherein the criteria include a signal indicating that the adaptive cruise control is actively controlling the vehicle.

15. (Currently Amended) The method according to claim 9, further comprising the step of:

(c) activating a request for the driver to take taking control when one of at least one further condition is satisfied independent of the activating step (b).

16. (Previously Presented) The method according to claim 15, wherein the further condition includes a signal indicating that an incorrect mode of operation of the adaptive cruise control has been detected.

17. (Currently Amended) The method according to claim 9, wherein the request for the driver to take taking control includes at least one of a warning activated over a minimum time, an elapsed minimum time between two warnings, a warning maintained until a minimum distance from a preceding vehicle is achieved, a warning maintained until a distance from the preceding vehicle is increasing, and a warning maintained until the driver intervenes by operating one of a gas pedal, a brake pedal and an on/off switch.

18. (Previously Presented) The method according to claim 9, wherein the criteria includes at least one factor, the at least one factor one of predefined and variably calculated, the at least one factor converting a driver-selected driving program into an operating behavior of the ACC control automatic action.

19. (Currently Amended) A device for notifying a driver of a vehicle ~~having adaptive cruise control~~, to inform the driver of an activation of a request for the driver to take taking control of the vehicle, the vehicle including an adaptive cruise control,

the request for the driver to take ~~taking~~ control signaling that one of a maximum braking force and a maximum braking pressure controllable by the adaptive cruise control is being applied and that a deceleration resulting therefrom is not sufficient to automatically decelerate the vehicle in time and to a sufficient degree, comprising:

an arrangement configured to activate the request for the driver to take ~~taking~~ control when at least two criteria relating to deceleration values are simultaneously satisfied.